

PARTNER  
COUNTRY QUESTIONNAIRE



PAGE 4: B.1) ABOUT YOU

<b>Q1: COUNTRY</b>	SOLOMON ISLANDS
<b>Q2: ABOUT YOU</b>	
Name:	George Tuti
Position:	Chief Trade Officer / EIF NIU Coordinator
Ministry / Organization:	Ministry of Foreign Affairs and External Trade
Email Address:	gtuti@mfaet.gov.sb
Phone Number:	+677 21250
<b>Q3: CONSULTATION (Other ministries/agencies consulted in preparing this questionnaire reply) :</b>	Customs Division, Ministry of Planning and Aid Coordination

PAGE 6: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES

<b>Q4: Do you have Aid-for-Trade priorities?</b>	Yes
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PAGE 7: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES

**Q5: Please indicate your Aid-for-Trade priorities** Below are listed the most common priority areas grouped according to broad Aid-for-Trade categories. Please rank the top 5 priority areas among the 12 listed .(1 being the most important)

Trade policy analysis, negotiations and implementation	3
Network infrastructure (power, water, telecommunications)	2
Transport infrastructure (airport, roads, rail, port)	1
Cross-border infrastructure	4
Regional integration	5

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**Q6: Additional information.**

Add Information on Q4. the NDS has 8 priority areas and few of the priority areas deals with strengthening private sector to improve economic growth.  
On the same line ministries has policies targeting private sector, one of which is the SME policy in the Ministry of Commerce.

**PAGE 8: C.2) YOUR GOVERNMENT'S AID FOR TRADE PRIORITIES**

**Q7: Have your Aid-for-Trade priorities changed since 2012?** No

**PAGE 9: C.2) YOUR GOVERNMENT'S AID FOR TRADE PRIORITIES**

**Q8: What are the top 3 drivers of these changes? (Please choose no more than 3 options)** *Respondent skipped this question*

**Q9: Additional information.** *Respondent skipped this question*

**Q10: Have these changes been reflected in your national development strategy?** *Respondent skipped this question*

**Q11: Have these changes been reflected in your dialogue with development partners?** *Respondent skipped this question*

**Q12: Is trade facilitation reflected as a priority in your national or regional development policy?** *Respondent skipped this question*

**PAGE 10: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES**

**Q13: In which existing policy document(s) can trade facilitation be found as a priority? (You may tick more than one box)** National development strategy,  
National trade strategy,  
National sectoral strategy(ies),  
National infrastructure development strategy,  
Regional development strategy

**Q14: Additional information.** *Respondent skipped this question*

**PAGE 11: C.2.) YOUR GOVERNMENT'S AID-FOR-TRADE PRIORITIES**

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**Q15: Is trade facilitation included in new draft policy documents currently being updated and formulated?** Yes

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**Q16: Please indicate in which new draft policy documents, currently being updated or formulated, trade facilitation is included:** National trade strategy,  
National infrastructure development strategy

**Q17: Additional information.** *Respondent skipped this question*

PAGE 14: D.1) TRADE COSTS

**Q18: How important are trade costs for the competitiveness of your exports?** Very important

**Q19: Additional information.**

Our Private Sector has been time and again inform responsible government ministries of very high cost of doing business. Some even asked government ministries for support, to lower cost of inputs to processing especially, cost of fuel/electricity etc. Also transportation links doesnt suit our private sectors, it adds to the cost of exporting.

**Q20: Do your national policies address the issue of trade costs for exports?** Yes

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**Q21: Which document(s) address(es) the issue of trade costs for exports ?** National trade strategy,  
Other (please specify) SME Policy

**Q22: Additional information.** *Respondent skipped this question*

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**Q23: How important are trade costs for access to imports?** Very important

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**Q24: Additional information.**

*Respondent skipped this question*

PAGE 17: D.1) TRADE COSTS

**Q25: Do national policies address the issue of trade costs for imports?** Yes

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**Q26: Which document(s) address(es) the issue of trade costs for imports?**

National trade strategy,  
National infrastructure strategy,  
Sector specific strategies (e.g. agriculture, etc.)

**Q27: Additional information.**

These policies are trying to address and support the private sectors in terms of trade costs especially when we are talking about imports. This is because, Solomon Islands is very dependent on inputs from imports for processing.

PAGE 19: D.1) TRADE COSTS

**Q28: What are the most important sources of trade costs for the export of merchandise goods? (You may choose more than 1 option)**

Border procedures (trade facilitation),  
Tariffs, fees and other charges,  
Transport infrastructure,  
Network infrastructure (ICT, power, telecoms),  
Access to trade finance

**Q29: Additional information.**

*Respondent skipped this question*

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**Q30: What are the most important sources of trade costs for the export of services? (You may choose more than 1 option)**

Network infrastructure (ICT, power, telecoms),  
Transport infrastructure (e.g. for tourism),  
Poor regulatory environment for services,  
Tariffs on product inputs (e.g. on computers for ICT services),  
,  
Low levels of skills in service sectors

**Q31: Additional information.**

*Respondent skipped this question*

PAGE 21: D.1) TRADE COSTS

**Q32: In which regional markets to which you export merchandise goods and services do you face the highest trade costs? (Please select no more than 5 regions)**

Pacific Islands,  
(please specify)  
Especially because, of the shipping routes and not necessarily border barriers (Tariff)

**Q33: Indicate your home region.**

Pacific

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**Q34: FOR MERCHANDISE GOODS: For the markets which you have identified as the highest cost, why are trade costs high? (You may choose more than 1 option)**

Non-Tariff Measures (including standards),  
Transport infrastructure, Access to trade finance

**Q35: Additional information.**

*Respondent skipped this question*

**Q36: FOR SERVICES: For the markets which you have identified as the highest costs, why are trade costs high? (You may choose more than 1 options)**

Poor network infrastructure (ICT, telecoms),  
Poor transport infrastructure (e.g. for tourism),  
Inefficient government regulations

**Q37: Additional information.**

*Respondent skipped this question*

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<b>Q38: How have your trade costs evolved over the past 5 years ?</b>	Unsure
<b>Q39: Additional information.</b>	<i>Respondent skipped this question</i>

PAGE 24: D.1) TRADE COSTS

<b>Q40: Does your Government use any of the following sources to address the issue of trade costs? (You may choose more than 1 option)</b>	Research by government, Research by donor funded project, World Bank Doing Business Index, Other (please specify) To some extent.
<b>Q41: Additional information.</b>	<i>Respondent skipped this question</i>
<b>Q42: Do you validate the results? (You may tick more than 1 box)</b>	Yes, dialogue with government
<b>Q43: Additional information.</b>	<i>Respondent skipped this question</i>

PAGE 26: E.1) REDUCING TRADE COSTS

<b>Q44: Is your government taking national action to reduce trade costs?</b>	Yes
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PAGE 27: E.1) REDUCING TRADE COSTS

<b>Q45: What national action is your government is taking?(You may tick more than 1 box)</b>	National government initiatives, Joint public-private sector initiatives, Initiatives supported by development partners
<b>Q46: Additional information.</b>	<i>Respondent skipped this question</i>

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**Q47: In which areas have national actions been undertaken or are on-going? (You may tick more than one box)**

Network infrastructure (ICT, power, telecoms),  
Transport infrastructure,  
Access to trade finance,  
Network infrastructure (ICT, power, telecoms),  
Transport infrastructure (e.g. for tourism)

PAGE 28: E.1) REDUCING TRADE COSTS

**Q48: Is your government engaged in regional actions to reduce trade costs?**

Yes

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**Q49: Please specify (You may tick more than 1 box)**

Regional economic community,  
Free trade agreements,  
Joint public-private sector initiatives,  
Private sector initiatives,  
Initiatives supported by development partners

**Q50: In which areas have regional actions been undertaken or are on-going? (You may tick more than 1 box)**

Border procedures (trade facilitation),  
Tariffs, fees and other charges,  
Non-Tariff Measures (including standards),  
Transport infrastructure,  
Negotiations with trading partners on access for service suppliers  
,  
Unsure

**Q51: Additional information.**

*Respondent skipped this question*

PAGE 30: E.1) REDUCING TRADE COSTS

**Q52: Is external support aligned with your national and regional needs to reduce trade costs ?**

Unsure

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**Q53: Additional information.**

To Some extent yes, however it is most probable that external support are not aligned to national needs especially to reduce trade cost

**PAGE 31: E.1) REDUCING TRADE COSTS**

**Q54: How is external support aligned with your needs?(You may tick more than 1 box)**

*Respondent skipped this question*

**Q55: Additional information.**

*Respondent skipped this question*

**PAGE 32: E.1) REDUCING TRADE COSTS**

**Q56: Why is external support not aligned with your needs?(You may tick more than 1 box)**

Trade costs have not been included in the dialogue with donors  
,  
Other (please specify)  
external support usually target areas of health and education and not much on - in this case reducing trade cost per se.

**Q57: Additional information.**

*Respondent skipped this question*

**PAGE 34: F.1) TRADE FACILITATION AGREEMENT**

**Q58: What impact would implementation of the Trade Facilitation Agreement, when adopted, have on the evolution of your trade costs?**

Between 0-10% reduction

**Q59: Additional information.**

*Respondent skipped this question*

**PAGE 35: F.1) TRADE FACILITATION AGREEMENT**

**Q60: In which regions would the implementation of the Trade Facilitation Agreement, when adopted, have the biggest impact on the trade costs you face ? (Please choose no more than 5 options)**

Developed Asia, Central Asia, East Asia,  
South Asia, Pacific Islands



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Q61: Additional information.

*Respondent skipped this question*

PAGE 36: F.1) TRADE FACILITATION AGREEMENT

Q62: Do you plan to seek Aid-for-Trade support to help implement the Trade Facilitation Agreement, when adopted ?

Yes, after TFA adoption

Q63: Have you undertaken a Trade Facilitation Needs Assessment?

Yes

PAGE 37: F.1) TRADE FACILITATION AGREEMENT

Q64: Please specify the organization(s) involved in and year(s) of each needs assessment.

WTO

2011

PAGE 38: F.1) TRADE FACILITATION AGREEMENT

Q65: Do you plan to request a new Trade Facilitation Needs Assessment or an update of an existing assessment?

Yes

Q66: Please specify why.

This is important for updating government agencies and stakeholders on current or existing assessments

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**Q67: Where might you need support to implement the Trade Facilitation Agreement, when adopted? (You may tick more than 1 box)**

- To prepare category A, B, C notifications,
- To develop national implementation plans,
- To support scheduling of commitments,
- To support national ratification,
- To support implementation of specific TFA provisions
- ,
- To align support with on-going national reform programmes
- ,
- To align commitments with on-going regional programmes

PAGE 40: F.1) TRADE FACILITATION AGREEMENT

**Q68: What difficulties do you face, or do you expect to face, in securing Aid-for-Trade support to help implement the Trade Facilitation Agreement, when adopted ? (You may tick more than 1 box)**

- Lack of information on funding opportunities ,
- Differing priorities of in-country donors ,
- Ensuring TFA implementation is a priority in national development planning documents
- ,
- National coordination and demonstration of political will for TFA reform
- ,
- Problems in formulating requests,
- Ensuring coherence with past programmes,
- Integrating TFA implementation into on-going programmes

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**Q69: Which disciplines of the Trade Facilitation Agreement, when adopted, will prove the hardest to implement and where Aid-for-Trade support should be focused?(You may tick more than 1 box)**

Publication and availability of information,  
Other measures to enhance impartiality, non-discrimination and transparency  
,  
Border agency cooperation,  
Formalities connected with importation, exportation and transit  
,  
Establishment and/or continued operation of national committee

**Q70: Additional information.**

The above ticks by no means exhaustive but recommended for future support wherever possible and forthcoming.

PAGE 43: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

**Q71: What have been the key factors in achieving successful reductions in trade costs? (Please choose no more than 5 options)**

Private sector engagement and commitment,  
Alignment of projects with private sector priorities  
,  
Funding from development partners,  
Alignment of donor support with national priorities  
,  
Sustained engagement of development partners

**Q72: Additional information.**

*Respondent skipped this question*

PAGE 44: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

**Q73: What outputs have been achieved by actions taken to reduce trade costs? (Please choose no more than 5 options)**

Unsure

**Q74: Additional information.**

Its too early to determine whether the actions taken has been producing results, especially on reducing trade costs.

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PAGE 45: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

**Q75: What outcomes have been achieved by actions taken to reduce trade costs? (Please choose no more than 5 options)**      Unsure

**Q76: Additional information.**

Again the same rationale as the previous question

PAGE 46: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

**Q77: What impacts have been achieved by actions taken to reduce trade costs? (Please choose no more than 5 options)**      Increase in foreign direct investment, Unsure

**Q78: Additional information.**

One of the obvious impact on the impact of some actions under taken is increase in FDI into SI. This is by no means isolated however probably because of the online materials/informations does helps to have this impact.

PAGE 47: G.1) IMPACT: REDUCING TRADE COSTS AND INCLUSIVE, SUSTAINABLE GROWTH

**Q79: Which types of actions have achieved the most positive results in reducing trade costs for goods and services? (Please choose no more than 7 options)**      Upgrading transport infrastructure,  
Upgrading network infrastructure,  
Other (please specify)  
Again, too early to tell, whether these actions clearly impacted on reducing costs, however, acknowledge that it has an impact.

**Q80: Additional information.**

*Respondent skipped this question*

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**Q81: What contribution can reducing trade costs make to the target of inclusive, sustainable growth? (Please choose no more than 7 options)**

Increase in exports, Rise in employment,  
Moving up value chains,  
Diversification in export products,  
Foreign direct investment,  
Domestic private sector investment,  
Reduction in poverty

**Q82: Additional information.**

*Respondent skipped this question*

PAGE 50: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

**Q83: Has the alignment of Aid-for-Trade support to your national needs and priorities changed since the launch of the Aid-for-Trade Initiative in 2005?**

Improved

PAGE 51: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

**Q84: If it has improved, please specify why.(You may tick more than one box)**

Better dialogue with donors,  
Better dialogue with South-South partners,  
Better dialogue with the private sector,  
Better dialogue with regional partners

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**Q85: Why has the alignment declined?(You may tick more than 1 box)**

No opinion

**Q86: Additional information.**

*Respondent skipped this question*

PAGE 53: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

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**Q87: What impact has the Aid-for-Trade Initiative had since it was launched in 2005?(You may tick more than 1 box)**

Increase in resources available for trade development

,

More attention to trade issues in development ,

More priority given by national authorities to trade issues in national development planning

**Q88: Additional information.**

*Respondent skipped this question*

PAGE 54: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE

**Q89: What potential future contribution could the Enhanced Integrated Framework for LDCs make to the post-2015 development agenda? (Please choose no more than 5 options)**

Mainstreaming of trade issues in national policy ,

Engaging the private sector in national trade and development policy planning

,

Coherence in trade and development policy,

Catalyst for Aid-for-Trade flows ,

Contribution to inclusive, sustainable growth

**Q90: Additional information.**

*Respondent skipped this question*

**Q91: What potential future contribution could the Aid-for-Trade Initiative make to the post-2015 development agenda? (Please choose a maximum of 5 options)**

Contribution of financing for development,

Contribution to improving the business and regulatory environment

,

Ensuring continued attention to trade issues in development

,

Engaging the private sector in development issues

,

Making a contribution to economic growth and poverty eradication through inclusive, sustainable development

**Q92: Additional information.**

*Respondent skipped this question*

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**Q93: How in your view could the Aid-for-Trade Initiative be improved?**

Probably by focusing more on national priority aid for trade areas other than been dictated by regional or multilateral level priorities.

**PAGE 55: H.1) IMPACT OF THE AID FOR TRADE INITIATIVE**

**Q94: Additional information on "Reducing trade costs and inclusive, sustainable growth". If there is anything you would like to add on the topic of "Reducing trade costs for inclusive, sustainable growth", which you feel has not been covered in this questionnaire, please use this box.**

*Respondent skipped this question*